

## Claims

1. Method for activating a person protection system in a vehicle, with a sensor device (1) on the fender being used to measure the pressures and/or deformations caused by an impact and an evaluation means (2) being used to form a first criterion (19) from the output signal (a) of the sensor device (1) for deciding whether pedestrian impact has occurred, as a function of which a first, valid alone per se, activation decision (s1) is made for a protection system (3), characterized in that the actual activation decision (s3) is a function of a second, valid alone per se, activation decision (s2), which is formed from a second criterion, which is determined by means of a physical principle that is different from the sensor device (1).

Claims 2 to 6 as originally submitted.

2. Method according to claim 1, characterized in that the second criterion (17) results from an assessment of a first against a second speed value ( $v_1, v_2$ ).

3. Method according to claim 2, characterized in that the first speed value ( $v_1$ ) is determined by a sensor (4) that is independent of the sensor device (1).

4. Method according to claim 2 or 3, characterized in that the second speed value ( $v_2$ ) is calculated by the evaluation

means (2) from the output signal emitted by the sensor device (1).

5. Method according to claim 4, characterized in that the intrusion speed ( $v_{\text{Intr}}$ ) of the collision object determined by the evaluation means (2) is used to calculate the second speed value ( $v_2$ ).

6. Method according to one of claims 2 to 5, characterized in that the assessment of the first against the second speed value ( $v_1, v_2$ ) includes verification of whether the second speed value ( $v_2$ ) is within a tolerance range around the first speed value ( $v_1$ ).

7. Device for activating a person protection system in a motor vehicle, which has at least one sensor device (1) on the fender to measure the pressures and/or deformations caused by an impact and which has means (2) for evaluating the output signal (a) supplied by the sensor device (1), to form a first criterion for deciding whether pedestrian impact has occurred from the output signal (a), as a function of which a first, valid alone per se, activation decision is made for a protection system (3),

characterized in that an evaluation unit (5) is provided, which is set up to process a signal supplied by a sensor (4) and a value calculated by the evaluation means (2), in order to form a second criterion from these for deciding whether pedestrian impact has occurred, as a function of which a second, valid alone per se, activation decision is made for a protection system (3), with a decision unit (6) being provided, which is linked to the

evaluation means (2) and the evaluation unit (6) and is set up to emit an actual activation signal (s3) for the protection system (3), if the first and second activation decisions both correspond to an impact.

Claims 8 to 11 as originally submitted.

8. Device according to claim 7, characterized in that the sensor device (1) is set up to detect the temporal pattern of the collision and transmit it to the evaluation means (2).

9. Device according to claim 7 or 8, characterized in that, the sensor device (1) is formed by a fiber-optic sensor with pressure-dependent light transmission characteristics or a plurality of pressure sensors at intervals along the fender.

10. Device according to one of claims 7 to 9, characterized in that the sensor (4) is a speed sensor, the signal of which can be transmitted as the first speed value ( $v_1$ ) via a bus and is provided to display the vehicle speed in the vehicle.

11. Device according to one of claims 7 to 10, characterized in that the evaluation means (2) is set up to determine the intrusion speed of the collision object from the output signal supplied by the sensor device (1), in order to determine the vehicle speed from this and transmit it as the second speed value ( $v_2$ ) to the evaluation unit (5).